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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT NO.  

## INFORMATION REPORT

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COUNTRY USSR (Dagestan ASSR)

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THIS IS UNEVALUATED INFORMATION

1. A large commercial airfield with hangars was northwest of Makhachkala (47°22'E/43°0'N), Dagestan ASSR, southwest of the railroad line. The field was occupied by eight to ten twin-engine commercial planes, ten B5s and some U-2s.

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2. Another airfield was 8 to 10 km south of the town, north of the small town called Makhachkala I, between the double-track railroad line and the road along the shore. Parachute jumps from U-2s over the training field were seen.
3. The airfield was south of Makhachkala, half way to the torpedo plant (about 18 km) and west of the asphalt road to Baku. There were no buildings except for some small barracks. No runways, taxiways, railroad spurs or fuel dumps were seen. A radio truck stood near the road.
4. Some biplanes took off for parachute training.
5. The airfield was about 3 km northwest of Makhachkala - new town section, west of the railroad line.
6. It was not a military airfield. There was some flying with twin-engine commercial planes of the Baku-Makhachkala-Moscow line.
7. The airfield north of Makhachkala had destroyed hangars, some of which have been under reconstruction since 1948.
8. Flying at the field intensified every year. One plane landed and took off from the field about every hour in 1948. Most of the aircraft were multi-engine commercial planes.
9. Another airfield was about 2 km west of the road to Makhachkala-Dosgorod (south of Makhachkala), between these towns.
10. The field was occupied by about eight fighters (single-seat, one in-line engine, retractable landing gear and tail wheel). The planes made individual flights. There were parachute jumps from U-2s and cargo gliders towed by U-2s.
11. The improvised airfield, about 1,000 meters square, was 18 to 20 km southwest of Makhachkala, east of the railroad line to Baku and south of a railroad branch line to the Dosgorod (Kaspik) industrial installation. A shed was the only building.

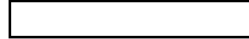
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12. The field was occupied by about ten biplanes and three gliders.

13. Flying:

Individual parachute jumps were practiced daily. Gliders were towed to an altitude of 1,000 meters about once a week. The released gliders stunted (particularly loops) and then landed.

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